

MOTOR RACING

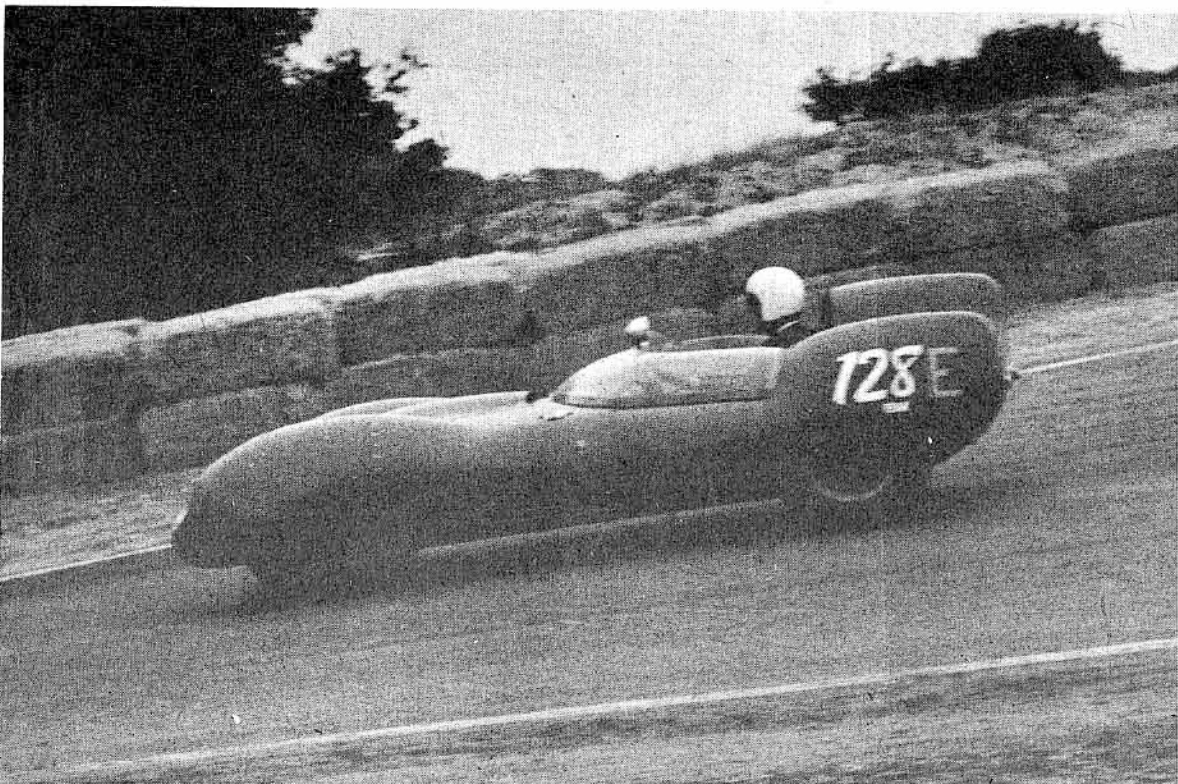
and
ECONOMY CAR NEWS

Paris Auto Show

Vol. 5—No. 1 Culver City, Calif. Oct. 30-Nov. 6, 1959

AMONG EYE-CATCHERS at the recent Paris Auto Show were these, from top: 1. New 1600 Facellia; 2. Short-chassis Ferrari; 3. GT Aston Martin; 4. What the new Alfa Giulietta will look like. (MOTORACING Photos by Henry N. Manney111)





GOING DOWNHILL—and fast—is Pat Pigott, star Bellingham, Wash., driver, in his 2-liter Lotus which won the feature race at Laguna Seca in Monterey, Calif. Black-

flagging of early leaders for "course deviations" enabled Pigott to move in front. (Photo by Jim Peterson)

Pigott Scores With Lotus At Laguna Seca

By BILL FINEFROCK
MOTORACING Staff Writer

MONTEREY, Calif., Oct. 25 — Two black flags and one mechanical failure paved the way to a main event victory for a two-liter Lotus Le-Mans driven by Pat Pigott at the Laguna Seca sports car races today.

An estimated 23,500 persons saw the Bellingham, Wash., car dealer take the checker 19 seconds ahead of a Ferrari-powered Lotus driven by Charles Parsons of Monterey.

Heavy fog, sometimes requiring drivers to turn on their lights, forced an alteration of the race program. The 35-lap main event for class B-E modifieds was run as the third race of the day instead of the last as originally planned to assure that fog would not interrupt the big-bore go.

Skip Hudson, 28-year-old Riverside driver, aboard a 4.2 Ferrari-engined Maserati, took command of

Chart for feature race and qualifying times—Page 6.

the contest until the second go-round when Chuck Howard pushed the Chevy-powered Huffaker special into the lead.

Howard Keeps Lead

Howard, of Woodside, Calif., retained the lead while Sam Weiss' RSK nipped at Hudson's heels for the first six laps. Weiss finally got by Hudson on downhill turn six, continuing a dice between the two cars for second spot until the Sacramento auto dealer's Porsche went out on the 13th lap with a broken rear radius rod.

Misfortune then fell on the second place Hudson, who was black flagged on the 16th lap, charged with 28 course deviations. After being warned by officials, Hudson was permitted to continue. He finished third overall.

Still leading, Howard received a black flag on the 20th lap. After some heated words at start-finish, Chuck elected to retire from the race. He was charged with 22 course deviations.

Black Flag Incidents

Chief Steward Cloyd Gray, referring to the black flag incidents, said "I would rather have the drivers sore at me today than have to face their wives tomorrow." Howard maintained that with big bore

(Continued on Page 6)

Vignettes

By Gus V. Vignolle

- Charity's Slice
- Photogs Boo
- Rap Cal Club

ONE OF MY trusted spies was on the tube to inquire if I knew that there were 125,000 peasants at the recent Times-Mirror charity Riverside race Fandango. I said that was news to me. The Snapper-Wraper had said 75,000.

Then he asked how much went to charity, since all the flackery had emphasized this angle. I said I did not know. It is "against policy" for the Snapper-Wraper to divulge this—even if you cracked out your pesos to aid charity.

I told him I had the figures for 1958—and that it was horrendous to be one year late. If it hasn't been printed before it's news, so here goes:

Gross receipts were \$139,969.45. Expenses were \$76,685.54, or 54.79 percent. Times & Mirror charities got \$63,283.91, a real nice nudge.

People who oversee these charitable deals prefer that the expense tab be kept under 50 percent, but there was no holler here, since this was the first time.

The crowd for the 1958 race was listed at 72,000.

In the next issue, MOTORACING will give you the figures for the recent 1959 race. What we won't be able to tell you is what the

(Continued on Page 3)

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and
ECONOMY CAR NEWS

Vol. 5—No. 1 Culver City, Calif. Oct. 30-Nov. 6, 1959

US Grand Prix On as Slated

SEBRING, Fla., Nov. 3—Recurrent rumors that the first United States Grand Prix (for Formula 1 cars) would not be held here Dec. 12 as scheduled, were vehemently denied today by Alec Ulmann, race director.

Charles Moran, former international driver and present chairman of the U. S. Competition Committee, American arm of FIA, also assured Ulmann the race will remain at Sebring next year—Dec. 10, 1960. The upcoming race, marking the

first time the European racing cars compete for world drivers' championship on a U. S. road-type course, has been scheduled for 42 laps, 218.4 miles, reports Sebring race secretary Reginald S. Smith.

"We originally talked about a 200-mile race," Smith said, "but the experience at Monza, Italy, gave evidence that tire wear and fuel consumption might be too critical a problem."

"To eliminate the need for installation of large special tanks in the race cars, he held a quick conference with FIA officials and scheduled the 218.4-mile distance."

"International rules require a world championship race be run at least two hours or 300 kilometers. While there is a good chance the average speed will top 100 miles an hour at Sebring, we feel we are safe in establishing the 218-mile formula," Smith said.

Practice will be held Thursday and Friday, December 10 and 11, with a one-hour race for 'formula junior' cars on Friday.

The first American-European compact car race will be held Saturday morning, and the Grand Prix classic event Saturday afternoon.

Stirling Moss of England, four times runner-up for the world auto racing championship, arrived in NY aboard the Queen Elizabeth today to compete here.



OVERALL VIEW—Against background of the sea and beautiful cypresses, the famed Pebble Beach concours d'elegance was held at Del Monte Lodge during Laguna Seca race week-end. Story on Page 7. (MOTORACING photo by Don Bice)

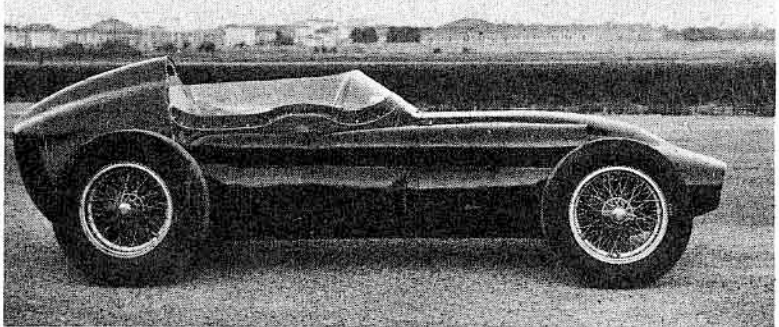
VOL. 5, NO. 1

This is Vol 5, Issue No. 1

That means the start of the 5th year of publishing MOTORACING.

Please turn to Page 4 for a timely editorial and highlights from MOTORACING for the past four years. And on this page and throughout this issue are congratulatory messages from our faithful advertisers.

To them and to you, the readers, we say thank you for your support.



HERE IS the 415/F Tec Mec Formula 1 car to be raced at the US Grand Prix at Sebring, Fla., Dec. 12, by Jim Rathmann, the noted American Indy pilot. (Photo copyright by Hans Tanner)

Big Pro Rally Dates Set

Pro Movement Spreads to No. Calif.

MONTEREY, Calif., Nov. 3—Spectators at the Oct. 24-25 Laguna Seca sports car races may have seen the last race here without a professional field.

Comments by Sparky Pollard, SCRAMP (Sports Car Racing of Monterey Peninsula) president, led informed observers to believe that the group is searching for a sponsor to put up \$15,000 in prize money to tempt big name drivers and more spectators next year.

Talks between SCRAMP and the San Francisco Examiner reportedly are in preliminary stages in an effort to get the newspaper to sponsor the next race in June.

Exactly where the SF SCCA fits into the 1960 Laguna Seca picture is not readily evident. Some officials are reportedly receptive to a joint sponsorship with USAC.

1959 USAC ROAD RACING CHAMPIONSHIP POINT STANDINGS

1 August Pabst, Milwaukee	2093
2 Lloyd Ruby, Houston	1977
3 Jim Jeffords, Milwaukee	1330
4 Loyal Katskee, Omaha	1131
5 Chuck Daigh, Long Beach	1062
6 Ken Miles, Los Angeles	1047
7 John Fitch, Lime Rock, Conn.	1021

EAST, WEST PRELIMS IN JULY

BY GUS V. VIGNOLLE
MOTORACING Staff Writer

On the heels of the successful \$10,000 American Intl. Rally, held recently, came the announcement last week by George Holland, director of the sponsoring American Rally Club, that the second annual will be staged Nov. 7-11, 1960.

It is estimated the prize fund will range from \$25,000 to \$40,000.

Inquiries regarding the second pro event have been received from scores of drivers and navigators in 26 states and six foreign countries.

The 1960 rally has an FIA sanc-

tion, and will be world-calendared for its second running, with points counting for the international rally championship.

Routes and starting points will be announced later.

Sparks Rallymaster

At the same time it was announced (Continued on Page 4)



RUDY CLEYE, left, became first entry for summer pro rally to be staged as prelude to 2nd American Intl. Rally next year. Here he is with Colin Chapman the last time the noted British builder of Lotuses was in L.A. Shot was NOT taken in pawn shop.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



WELL, SIR, we finally did it. We finally chopped the beard off after all these many months. Too many creeps started wearing them. Girl creeps, even.

We found a mole under there we didn't even remember having. We vaguely remembered having a chipmunk, but not a mole. Nasty little beggar.

We also found that there was a chin under there. As a matter of fact, two of them. Good grief, we feel naked as a tee-bird.

Trophies Up To Here

Gee, we hate to seem to make such a big thing of the trophy we won at that slalom. People will think that we've never won a trophy before. Just look over in that corner, son, and you'll see a whole ruddy case full of trophies. That big one there, right on top, now that's for being on the winning bowling team in an oil camp in central Venezuela. You don't see many like that around these days.

That little one over there, carved from a solid chunk of ice, that's for being one of the few survivors of the notorious 2nd Annual Mt. Baldy Beer Climb. You remember hearing that heroic tale. That big silver one over there, that's for being national high point man in rat slugging.

Dog Days

We've been noticing something lately, or rather, not noticing it, and it has begun to bug us a little. As it has to do with autocars, more or less, we were wondering if you had noticed it too, or failed to notice it, as the case may be. Back in our childhood days any good respectable American dog chased cars every chance he had. They just don't seem to do it anymore. Not out here, anyway. It must have started when cars were fairly rare, then got passed on from generation to generation by the older dogs. Somehow, with cars getting as common as fleas on a yellow Dodge, the whole tradition has died out. It seems rather sad, too, that one more segment of the glorious past has drifted into Limbo.

Lefty At The Wheel

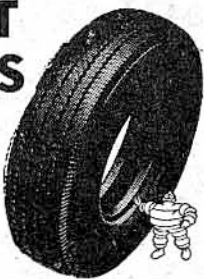
We had a swell dog once, named

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Lefty, who was National Points Champion one year. He'd dive in at an angle, going flat out, set up a deflection shot and snap of right front hubcap off a Model T Ford without missing a bark.

Finally got his nose jammed into a wire wheel one afternoon. We never could get him unscrewed.

One of the great advantages of being a member of the Race Gypsies showed up at the end of the last Riverside races. What with 75,000 to 100,000 spectators trying to get off the course at one time, the Gypsies set out huge oaken tables fairly groaning with food and drinks and spent a leisurely evening stuffing their guts and recounting the various assinine deeds committed by other drivers, the officials, the organizers and everyone else who wasn't present or who had disappeared into the woods in search of solace. By the time the Gypsies folded their tents and tables, the traffic on the freeway was down to a solid trickle.

The Proper Spirits

The beautiful Geri Fleming, now making the Grand Tour with her charming parents, sent us the cocktail menu from the Auto-Bar of the Tabu Cabaret at the auto show in Frankfurt, Germany. The drinks include such cunning jazzers as The Chrysler Sling, the Renault Collins and one called, simply, The Gasoline. The one that fascinates us, though, is the VW. It's made of Vodka, Himbeergeist and Grenadine. It costs a mere 3.50 Deutsch Marks. We're not exactly sure how much that is, or what the devil Himbeergeist is, but gee, how can you pass up a bargain like that?

Enforced every day—9 to 6.

"Enjoy life, but don't exhaust yourself doing it."—Gurey.

Puente Angosto.

LETTERS to the EDITOR

HOW ABOUT ISCARA?

I read an ad in another publication about a group called ISCARA (Intl. Sports Car & Racing Assn.). There was a fee connected with joining it, just like that deal in Florida, where some guy wants \$ for a racing team. Can you tell me about it.

NORMAN G. DAVISON
Chicago

ED. NOTE—One of the officers of ISCARA has called us twice. We requested info (not an ad) on the group. He promised to send it. He never did. As for that racing team bit, unlike other publications, MOTORACING has not run a line on it.

PLEASE SMILE, TOM

Thanks for nothing!
Been nice knowing you.

TOM WILSON
Niles, Calif.

ANOTHER CLOWN

A fellow on a morning paper up here (not J. Hogue), who knows nothing about road racing and less about rallying, gave the recent American Intl. Rally an awful blast. . . Can you or some of the rally officers set this clown straight?

SAMUEL LINK
San Francisco

ED. NOTE—Sorry, we don't bother with clowns.

CHEERS FOR US

Your last issue was superb in its coverage of the Big Riverside road race and the American International Rally. Please renew my subscription for three years. Keep up the good work.

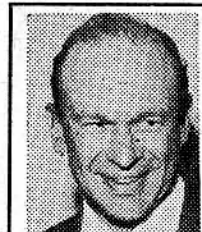
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PACIFIC COAST Point Standings

By ERIC HAUSER

Points have been awarded for races at the following courses: Laguna Seca, Riverside, Del Mar, Hour-glass, Santa Barbara, Stockton, Vacaville, Pomona, Shelton, (Seafair), and Salt Lake City.

Modified Over 2000CC

1. Dick Morgensen—3.0 Ferrari88
2. Jack Flaherty—3.8 Lister-Jaguar58
3. Richie Ginther—4.1 Ferrari52
4. Bill Krause—4.5 Maserati40
5. Lloyd Ruby—4.5 Maserati29
6. Chuck Daigh—5.7 Maserati24
7. Skip Hudson—4.2 Mas.-Ferrari22
8. Don Hilette—5.5 Chev. Spl.22

Class E Modified

1. Sam Weiss—Porsche RSK112
2. Ken Miles—Porsche RSK85
3. Gordy Glyer—Ferrari TR54
4. Jay Chamberlain—Lotus32
5. Jack McAfee—Porsche RSK25

Class F Modified

1. Bob Drake—Cooper30
2. Joe Playan—Porsche RS24
3. Don Wester—Porsche 55023
4. C. S. Howard—Porsche RSK20
5. Eldon Beagle—Porsche RS20
6. Bill Leyden—Osca17

Class G Modified

1. Art Snyder—Lotus94
2. Frank Monise—Lotus50
3. James Lowe—Lotus46
4. Stan Peterson—Lotus28
5. Jack Reddish—Lotus28

Class H Modified

1. Bill Mollie—Fairchild65
2. Frank Jones—Lotus64
3. Chuck Gounis—Crosley20
4. Don Miller—Miller18
5. Bill Wood—DB18

Class B Production

1. Bob Bondurant—Corvette66
2. Vince Mayell—Corvette44
3. Andy Porterfield—Corvette34
4. Hugh Harn—Corvette30
5. Ray Altman—Corvette24
6. Buford Lane—Corvette23

Class C Production

1. Doan Mears—MB 300SL88
2. Hap Richardson—Jaguar43
3. Peter Culkin—MB 300SL29
4. Gail Carver—Jaguar15
5. Ted Roberts—Jaguar15

Class D Production

1. Jack Breskovich—A-H 100S40
2. Jimmy Moore—Porsche GT39
3. D. D. Michelmoro—Porsche GT32
4. Bob Windhorst—A-H 100S24
5. John Barneson—Porsche GT24
6. Lew Spencer—AC Bristol23
7. Al Whitley—Porsche GT20

Class E Production

1. Bob Kastner—Triumph45
2. Ron Bucknum—Porsche31
3. Ron O'Dell—Porsche30
4. Lew Spencer—Morgan29
5. Gary Beitel—Porsche23

IMPORTED CARS IN ECONOMY RUN

The annual economy run for imported cars will be held Nov. 8, starting in downtown L.A. and finishing in Santa Monica after a 350 mile run. Among the top contenders for awards are two entries from Art Frost Imports, in Culver City, which has entered a Toyopet to be driven by Don Flitton and a Simca Vedette to be driven by Jim Bell, Frost's service mgr. and former competition driver from the N.Y. region of the SCCA.

Local women pilots also are entered, including Sunnie Baker, Hillman; Betty Shutes, Simca Aronde; Ruth Doushness, Simca rdstr. Mary Davis, Porsche; Ginny Simms, VW Kharman Ghia; Lee Warren, VW; Mary Faulkner, Anglia, and Barbara Nieland.

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Class F Production	
1. Frank Aldous—Alfa	40
2. Ron Hathaway—Alfa	31
3. John Lumkin—MGA	24
4. Mike Roetner—Alfa	23
5. Steve Froines—Alfa	22
Class G Production	
1. John English—Alfa	54
2. Dick Hayward—Alfa	45
3. Steve Dredge—MG	29
4. Marshall Swope—MG	19
5. Jack Rebney—Alfa	17
Class H & I Production	
1. Dan Parkinson—Fiat-Abarth	55
2. Jim Parkinson—Fiat-Abarth	41
3. Willie West—Fiat-Abarth	36
4. Paul Cunningham—AH Sprite	32
5. Ray Pickering—AH Sprite	22
6. David Grossman—AH Sprite	20
Women - Over 1600cc	
1. Barbara Windhorst—AC Bristol	47
2. Joan Galloway—Lotus	25
3. Mary McGee—AC Bristol	21
4. Lorraine Wood—A-H	16
5. Ginny Sims—Corvette	14
6. Marie Dixon—Maserati	14
Women - Under 1600cc	
1. Sunnie Baker—Porsche	49
2. Betty Shutes—Porsche RS	42
3. Prudence Baxter—Lotus	30
4. Odette Bigler—MG	24
5. Marion Lowe—Lotus	22

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AND ECONOMY
CAR NEWS

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Vignettes

BY GUS V. VIGNOLLE

NOW THEY'RE PLANNING
A DRIVERS' CLUB HERE

(Continued From Page 1)
Cal Club and SCAA got.

WHY HOLD BACK

And regardless of its power and prestige, the Times-Mirror machine will continue to be MOTOR-ACING's target until the Chandlers wake up to the fact that when they bill an event for charity, the public is entitled to know just what charity got out of the deal.

Why does an institution like the LA Times withhold from the public something it is legitimately entitled to know?

While on this subject, I'd like to point out that for the first time in seven years of covering these deals, I saw a pack of photographers stop and boo someone mentioned over the public address system. We were walking between turns 6 and 7, when the announcer mentioned how Mr. Paul Schissler, who has never won any

for course deviations. I believe, however, his only mistake was in not emphasizing the importance of the order that you were to stay INSIDE the white lines.

CAL CLUB HIT

There is so much dissatisfaction among a big coterie of Cal Club members that talk has it a drivers' club (similar to the one in SF-Oakland) will be organized . . . not enough racing is the beef, and let's stop losing money . . . Hear they're sailing for a new flack . . . and that they're trying to land Ray Pickering and Art Snyder (excellent choices) on the Board of Pharaohs . . . Tom Dohl, in the So. Bay Daily Breeze (Redondo) refers to LA SCCA as "an emasculated rally club," adds its gone to pot, pubrelwise, since Geri Fleming and Ann Evans pulled the pin. Josh Hogue, writing about the



CROWDS JAM RIVERSIDE ACCESS ROADS

—Photo by Bill Norcross

popularity contest for his handling of the press outside of his own sheet, wanted to thank one and all for their cooperation.

They gave with the bovine moo because they had to pop \$5 for pit passes. These guys generally get photog passes for Cal Club and SCCA races. We had no trouble in this department, no thanks to Schissler. Hugh Pinney, who did such a top publicity job for the show, met our every ducat request. And you should have heard the

pro movement in the SF Chronicle (they're just waking up up there), says of the SCCA: " . . . you've had it . . . 'gentlemen's sport' is about to hit the haybales." And nix on those crax, Hogue, about there being anything funny because the first five finishers in the Amer. Intl. Rally were from L.A. Check with SF's John Ryan, who drove a Lancia to sixth place. He'll give you the straight dope; he's already given it to your colleague, who was cooled but neatly.



CHUCK STEVENSON CONVINCED RALLYING PROFITABLE

blasts at SF SCCA at Laguna Seca to other weekend. They gave our representative only one ducat, and our photog had to beg one from a brass-knucks friend up there.

For the first time in five years, Carl Gardner, the Gardner-Reynolds Dunlop tire man who has his truck and service equipment at all the races, was belted for a \$5-per-person pit pass.

For free, he balances wheels for the drivers, changes tires, provides air and valve caps and cores. It must have been the SCRAMP clan.

I salute Cloyd Gray for having the guts to black-flag those drivers

CHEVY IN RACING

SNIPPETS—A good source says Chevy comes into the racing picture in 1960 . . . and no radical changes planned for the 60 Corvette . . . Ted Davis, the Grand Prix restaurant sage who taught this observer how to develop the fcrehead to extend to the neck, predicts much faster speeds for women race drivers. Reason, he says, is that Alberto Vargas, noted delineator of the feminine form, reports the dolls feet are getting bigger . . . Incidentally, Doodles

(Continued on Page 5)

1960 Racing
Slate Set

PARIS, Nov. 3—Federation Internationale d L'Automobile announces the 1960 auto road racing calendar and has made two minor changes in the point system which determines the world's racing driver championship.

One point will be awarded toward the championship to drivers finishing sixth in Grand Prix events.

Formerly only the top five placers received points.

Awarding a point to the driver with the fastest lap time in a Grand Prix race has been dropped. The other provisions of the point system — eight points for first, six for second, four for third, three for fourth and two for fifth — remain unchanged.

Important events for the championships (Formula I Racing & Sports Cars):

- Jan. 31—Argentine Grand Prix (form I).
- Feb. 6—1000 kilometers, Buenos Aires (sports and grand touring cars).
- Feb. 14—Buenos Aires Gr. Prix (no points).
- March 26—12 hours, Florida (sports and grand touring).
- May 8—Targa Florio, Italy (sports and grand touring).
- May 22—1000 kilometers, Nurburgring, Germany (sports and grand touring).
- May 29—Monaco Gr Prix (Form I).
- May 30—Indianapolis 500 miles.
- June 5-6—Dutch Gr Prix (Form I).
- June 19—Belgium Gr Prix (Form I).
- June 25-26—Le Mans 24 hours (sports and grand touring).
- July 3—French Gr Prix (Form I).
- July 16—English Gr Prix (Form I).
- July 31—German Gr Prix (Form I).
- Aug. 14—Portuguese Gr Prix (Form I).
- Aug. 20—British Tourist Trophy (sports and grand touring).
- Sept. 2—Grand Prix of Europe and Italy (Form I).
- Oct. 30—Marruecos Gr Prix (Form I).
- Nov. 6 or 13—Venezuela Gr Prix (sports and grand touring).
- Dec. 10—United States Gr Prix (Form I).

CHP WARNING

It is illegal to use parking lights as driving lights, warns the California Highway Patrol.

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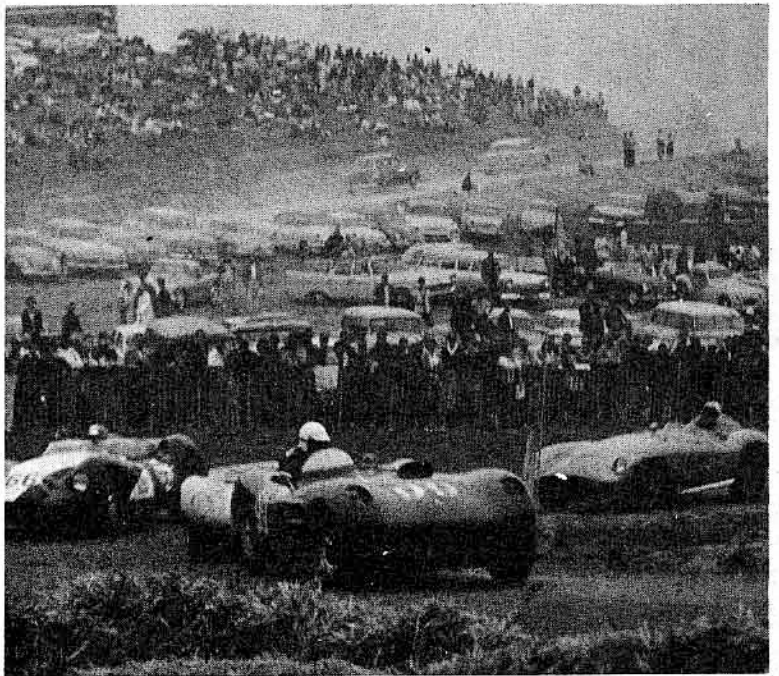
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LAGUNA SECA ACTION—Skip Hudson, Ferrari-Maserati, is followed by Sam Weiss, Porsche RSK; Jack Flaherty, Jag-Lister, and Chuck Howard, Chev. Huffaker Spl., through turn nine on the first lap. Howard took over on next lap, later refused to continue after being black-flagged. Pat Pigott won in Lotus.

(Photo by Herb Carroll)

S.A. VICTORY FOR HILLMAN

GUAYAQUIL, Ecuador, Oct. 28—A Hillman Minx Special Saloon averaged over 70 m.p.h. to win its class in Ecuador's 250 mile road race "Entre Rios y el Mar", between Rivers and the sea.

The Hillman was driven over a mountainous route, half of which consisted of dirt roads, by Agustin Jimenez and Herman Luque, both members of the staff of the Rootes dealer in Guayaquil.

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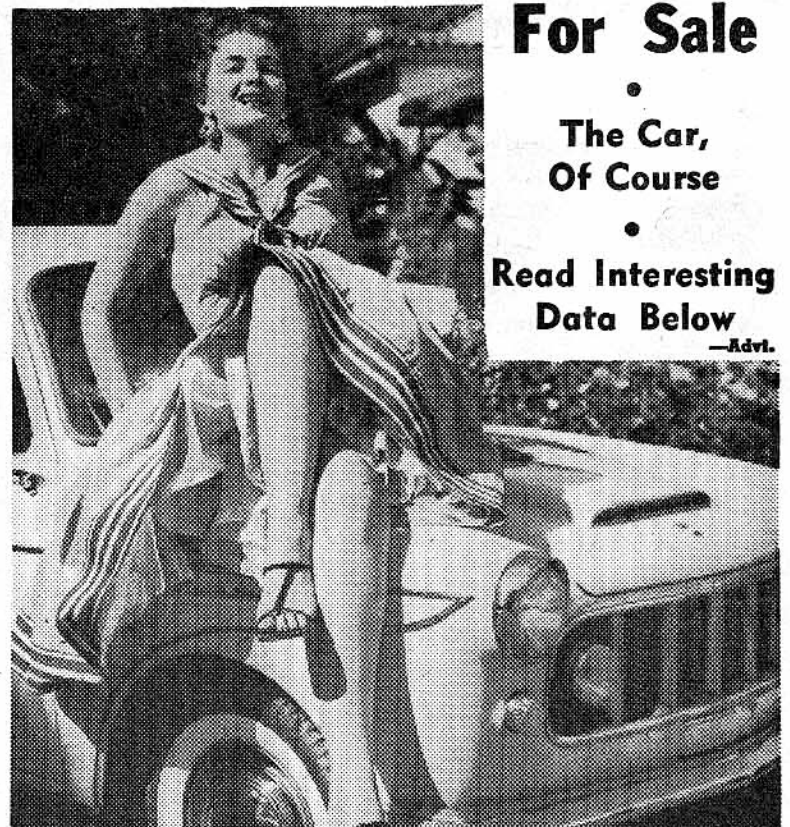
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It's MOTORACING'S 5th Anniversary HIGHLIGHTS EDITORIAL

First issue of MOTORACING was published in October, 1955. It was Volume 1, No. 1.

Following are some of the news highlights taken from the first issue of each publishing year:

VOL. 1, NO. 1—Ernie McAfee, who won the last three Cal Club main events, was the choice to win at Torrey Pines in Bill Doheny's famed 3-liter Ferrari. . . A terrific storm was brewing after banning of the little sedans at Torrey Pines. . . Drivers and fans mourned the death of Jimmy Dean, promising actor-pilot killed in a highway accident when his Porsche crashed on the way to a No. Calif. race. . . CSCC membership reached 1026. . . Gresvick von Kneissel reported the first new Lotus Mk. IX arrived in LA and was delivered to George and Myra Buchanan.

VOL. 2, NO. 1—Plans were bared for a Sports Car Club—restaurant, bar and club catering to motoring enthusiasts. . . Phil Hill and Carroll Shelby became entrants for the 1st Natl. SCCA races at Palm Springs. . . John Fitch was a double winner in a D-Jaguar at Thompson, Conn. . . SCCA Natl. Contest Board banned Watkins Glen course as hazardous. . . More than 200 attended the MOTORACING party at the Press Club, Ambassador Hotel, honoring Phil Hill following his return from racing in Europe.

VOL. 3, NO. 1—John von Neumann was victorious in a 2.5-liter Ferrari at Sacramento. . . First place prize of \$8000 (not pesos) was announced for the big Acapulco rally in Mexico. . . Jay Chamberlain, Lotus distributor, was off to London, where he was offered a Formula 1 car for next season. He was to test the car near Paris. . . MOTORACING was made available to thousands attending the London Auto Show.

VOL. 4, NO. 1—Chuck Daigh won the Times-Mirror GP in a Chev.-Scarab at Riverside Raceway. . . John von Neumann was the victor at Vaca Valley in a 4.1 Ferrari. . . The LA SCCA voted to request the Natl. Contest Board to sanction pro-amateur races.

VOL. 5, NO. 1—Pat Pigott won at Laguna Seca in a Lotus after black-flagging (for course deviations) removed earlier leaders from contention. . . Dates for the 2nd annual American Intl. Rally were announced, and Duane Sparks was named as rallymaster. . . Pro racing movement spreads to No. Calif. . . Rumors that the US Grand Prix would not be held Dec. 12 at Sebring, Fla., were denied.

LAGUNA SECA SUNDAY SUMMARY

G&H prod. & H mod. 24 laps. 71.28 mph avg.—1. Jones, Lotus C; 2. Eyerly, Crosley; 3. Molle, Fairchild. Gp. English, Alfa; Hp. Cunningham, Sprite; Hm, Jones.

F prod. 25 laps. 72.89mph avg.—1. Conrad, Porsche S.; 2. Handley, Alfa V.; 3. Hathaway, Alfa V.

D&E prod. 26 laps. 76.02mph avg.—1. Spencer, AC Bristol; 2. Harrick, Porsche C.; 3. Kunstle, Porsche C. D. Spencer;

E, Snively, AH 100-6.

B&C prod. 20 laps. 75.36mph avg.—1. Porterfield, Corvette; 2. Geddes, Corvette; 3. Lane, Corvette. B, Porterfield; C, Rairdon, MB.

F&G mod. & F3&F Jr. 28 laps. 78.84mph avg.—1. Pardee, Porsche 718; 2. Beagle, Porsche RS; 3. Peterson, Lotus XI. F, Pardee; G, Peterson, F3; 1. Roth Cooper; 2. Morrow, Cooper XI; 3. LeGrand, Renault.



USAC Road Racing official Truman Vencil will play a part again in the 1960 American Intl. Rally, dates for which have just been set. Here he is with the '59 rally queen, pretty Dorothy Johnson.

(Photo by Ken Parker)

1960 Pro Rally

(Continued From Page 1)
nounced by Holland that Duane Sparks, MOTORACING's rally editor, will be rallymaster for the big one and for a mid July preliminary western rally leading up to the big pro event. Don Royer, who turned in such a top job as rallymaster of the recent Oct. 13-17 rally, will be director.

First entry for this event, a weekend rally probably over a route in the High Sierras, was Rudy Cleye, MB race pilot, rallyist, Riverside Raceway official and operator of the Blarney Castle.

Art Peck Chosen

Sparks' acceptance as rallymaster eliminates him and his two expert rallying sons, Ted and Jack, from competition. They will aid their father as marshals. Ted, as

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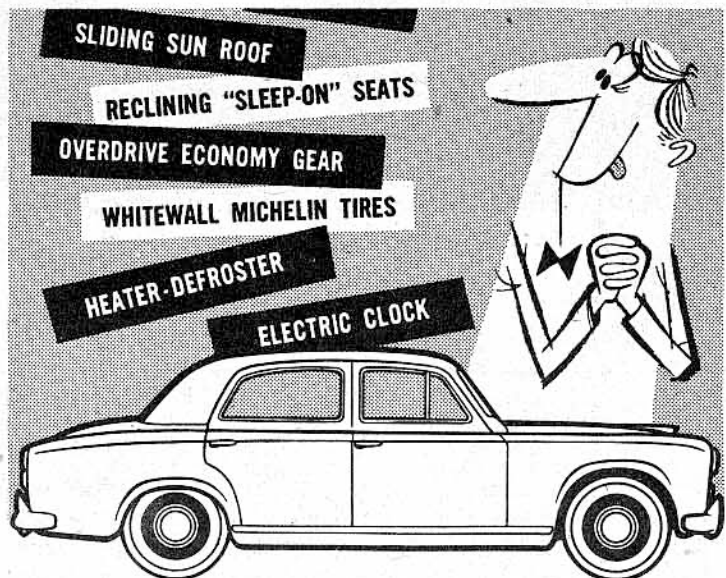
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This issue of MOTORACING is Volume 5, No. 1 . . . which means the start of the fifth year of publication.

The past four years have seen MOTORACING grow and earn the respect of those who favor undiluted news minus the tinge that comes from outside pressures.

Comments have been, and will continue to be, trenchant and hard-hitting. If certain cars keep losing wheels at races, you will read it in MOTORACING (nowhere else), advertisers to the contrary notwithstanding.

For our growth and acceptance, we thank our many subscribers and increasing number of advertisers (give this the eyeball). You have made it possible.

We hope for your continued support, and look forward to an even bigger and better year ahead.

navigator, with Les Scott, won the recent \$10,000 event in a Rambler, while MOTORACING's Duane Sparks and his younger son, Jack, were navigator and driver, respectively, of the second-place, car, a 1957 T-Bird.

A similar preliminary rally in July will be held on the east coast, with popular Art Peck, CBS radio executive, top race announcer and leading rallyist, as rallymaster.

Entry fee for these events is \$50. Offices of the American Rally Club are at 125 E. Linden Ave., Burbank, Calif.

Subscribe to MOTORACING.

NORTHWEST SCCA NAMES WINNERS

SEATTLE, Wash.—The Northwest Region of the SCCA has announced its points winners, based on 7 races in 1959.

Class B: Tad Davies, Corvette; Class C: Ray Rairdon, MB 300SL; Class D: Al Doyon, AC Bristol; Class E: Dave Tatom, TR3; Class F: Don Tindall, Alfa Vel; Class G: Hal Rudow, Alfa; Class H: Sherrill K. Smith, AH Sprite and Class I: Paul Scott, Fiat Abarth.

The year's modified winners were Class E, Don Jensen, Pontiac Spl; Class C: Lew Florence (Overall highpoint driver), Ferrari 3.5; Class D: Dave Tatom; Class E: Dr. Frank Becker, Ferrari 1.9; Class F: Pete Lovely, Lotus Mk. XV; Class G: Ron Lee, Lotus Mk. XI and Class H: Donovan McCune, Fiat Abarth.

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L.A. SCCA Nominees

The race for regional executive of L.A. SCCA is between Hal Daunis, who has been acting as treasurer, and Dr. Chet Burgraff. Daunis is the Nominating committee representative; Dr. Burgraff's nomination was accepted from the floor at the latest meeting.

Don Schoenert, early choice of the committee, withdrew as candidate.

Other candidates: V.P., Harry Gray, Duane Alan; sec'y, Jane Sullivan; activities chm., Sam Caldwell; directors, Lindley Bothwell (automatic), Denny Shutes, Joe Bechtel, Jim Petersen, Daunis, Howard Campbell and John English.

Local SCCA has announced races will be held at Palm Springs, Jan. 20-21.

One of the best-kept secrets is the San Diego SCCA's races at Hourglass Field, Nov. 14-15. Races originally were set for Nov. 7-8. Nobody ever bothered to inform the press of the change. Many queries were made by readers of monthly magazines, which still listed a Palm Springs race for Nov. 7-8.

So fouled-up has the SD SCCA press situation been that drivers reported to MOTORACING they obtained Hourglass entry blanks from the rival Cal Club!

PONTIAC SPECIAL WINS AT SHELTON

SHELTON, Wash., Oct. 11 — Don Jensen, driving his Pontiac Spl., roared to an overall win at the final race of the Northwest Region's 1959 season, to beat Lew Florence, local overall highpoint driver, in his 3.5 Ferrari.

Jerry Grant was 3rd on a Chrysler-Kurtis, followed by Tom Meehan in a Pooper. The big production race was won by Ray Rairdon in a Mercedes 300SL, with Jim Hughbanks 2nd in a Corvette.

JOHN GREEN MOVES HEADQUARTERS

The John Green Corporation, distributor of Renault and Peugeot cars, has moved into their new Southern California Executive headquarters at 2250 E. Imperial Highway, El Segundo, adjacent to Los Angeles International Airport. The new telephone number is ORegon 8-7117.

Although construction is not completed on the new modern two story building for executive, office and sales departments, all personnel has moved to the new location and will conduct the business from there while contractors press for completion of the project.

Coming—Mt. Rebecca Hillclimb, Acapulco, Mexico.

WATCH FOR IT!

The next issue of MOTORACING will feature Ken Parker's thrilling aerial photos of the \$10,000 American International Rally. The cars, which had started 3 days before from 8 points in the U.S., Canada and Mexico, were photographed as they passed through the scenic Grand Canyon and Zion areas.

Vignettes

By Gus V. Vignolle

- Charity's Slice
- Photogs Boo
- Rap Cal Club

(Continued From Page 3)

Weaver is now at the piano bar at the GP. The guy's terrific . . . and at the Motor Sports Bar, Encino, Bill Loadvine has lined up Jess Stacy, one of the country's top jazz pianists . . .

Got a loose \$550,000 floating in your jeans? If so, you can buy Riverside Raceway . . . Eleanor von Neumann flew her 4.1 Ferrari to the factory in Italy (she hoped) to install disc brakes and fix the oil pressure trouble. But it only got as far as London, where it remained for seven days. Richie Ginther is in Italy, and they're all frantic because they want the car in time to race it at Nassau late this month . . . Jim Matthews, longtime driver of that English car notorious for its overheating characteristics, is no longer at the mike at KNX; he's now in the real estate business . . .

\$10,000 PRIZE?

Sam Weill of Competition is on a five-week trip in Europe. The VW-Porsche exec is on a dealers' tour of the factories . . . Affable Bill Smyth, the USAC road racing division chief, reports Braniff has a flight that leaves Dallas Dec. 11 to Sebring, returns non-stop right after the race . . . Rumble: first prize for the 1960 American Intl. Rally will be \$10,000, including accessory scratch . . . Chuck Stevenson was really sad he turned down the chance to go with Ted Sparks in the '59 edition. Les Scott filled the breach and they won in a Rambler. The Mexican road race star found out there's dough in this rallying business . . .

Rene Pellandini, Lew Spencer and the rest of the Worldwide Import crew have been working day and night readying a tremendously flossy exhibit (3 Morgans & 2 ACs, cpe. & rdstr.) for the 37th L.A. Intl. Auto Show at the Pan-Pacific, Nov. 13-22 . . . Want a good racing bargain? It's a Citroen Spl. modified roadster, DS19 equipped, with special high gear available, special pistons, Isky cams, etc. Contact Chuck Metcalf at VE 8-4839, or Stu Haggart, VE 9-2696.



BACK IN FORM—Leading Corvette driver Andy Porterfield streaks by Starter Andy Anderson, lapping a Mercedes driven by Peter Culkin, to win the big-bore production race at Laguna Seca, ahead of Dean Geddes.

(MOTORACING photo by Bill Finefrock)



"It's nice, but before we decide don't you think we ought to see what Borgward, Corvair, Simca, Goliath, Lark, Rambler, Volkswagen, Falcon, Hillman, Renault, Peugeot, DKW, Opel, Consul, Fiat, Dauphine, Morris, Sunbeam, Singer, Prinz, BMW, Datsun, Valiant, Austin, Volvo, Saab, and Lloyd have to offer?"

(Reprinted From The New Yorker)

Entries Up For Nassau

NASSAU, Bahamas, Nov. 3—Ninety invitations out of 412 applications from 36 states and nine countries have been issued for Bahamas Speed Week, Nov. 28-Dec. 7.

Stirling Moss of England will pilot a 4.2 Aston Martin in the big race (for money this year). A new engine is being fitted into the car in Miami.

German Wolfgang von Trips will drive a new Porsche RSK for John von Neumann, Hollywood.

There is talk of Jack Brabham, Australia, leader in the world drivers' standings, tooling a Cooper Monaco, but nothing has been set.

Hill Without Car

Jim Jeffords goes in one of the Chev.-Scarabs.

Phil Hill, Santa Monica, recent Riverside victor and Ferrari factory driver, finds himself in his usual spot outside of Europe—without a ride.

Carroll Shelby goes in a 5.7 Maserati, Bob Holbert in a Porsche RSK.

The big race has a payoff of \$13,000 to the winner.

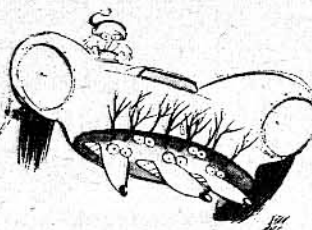
Goodyear Money

Goodyear Tires pops with \$2000 to the victor if he uses their tires in the Nassau Trophy race.

Capt Red Crise, the short pants man, who talks more about his karts than the big sports racing cars, announces winner of a kart race comes in for \$1500 and that here, too, Goodyear will boost the ante. There are more than 40 kart entries.

"Hollywood is the outhouse of civilization."—Lucius Beebe.

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HERE'S THE new British Morris Mini-Minor. Below is an honest appraisal in pocket road test No. 1, by MOTORACING's Henry N. Manney III.

Pocket Road Test No. 1

Honest Report On Morris Mini-Minor

BY HENRY N. MANNEY III
MOTORACING Staff Writer

LONDON—Possibly by now the news has filtered over from the old country that BMC has produced something radical and new in the way of baby cars. We had a chance, through the offices of Morris, to borrow one of these little varmint.

I don't need to tell all you cognoscenti that English cars are generally engineered for English conditions (high price of gas, low rear end ratio for good acceleration with no power on crowded roads) and this one is no exception, with the proviso that I don't see how it can help becoming a success on the Continent as well.

The specifications, briefly, for the Mini Minor (which differs only from its sister Austin Seven in name and grille), embrace a single-carburetor water-cooled four as used in the Sprite or A40 except for a shortened stroke to 850cc set transversely across the frame just behind the grille. This little mill has a rather enlarged pan which contains gearbox (also crosswise) and a differential, which promptly feeds the mountains of power through rubber inner and Rzeppa constant "ferocity" u-joints to the 10-inch front wheels.

The whole business is independently sprung on what looks to my unpractised eye like the sort of rubber doughnut that one used to buy in joke shops but actually is a synthetic rubber gizmo trapped between two steel cones.

The body is a welded up two-door with sliding windows and four seats which give a lot more room than the 1.5 Riley, for example, yet the car is some inches shorter than the Fiat 600 and quite a bit lower. The bodywork is single skin throughout and thus gives an impression of being tinny which, of course, is entirely right. It IS tinny and the finish is rather poor but there is no resonance or annoying rattles such as one finds

in a lot of more heavily-built automobiles.

Driving it is a real kick. The little monster will do 70 or so and aided by the fwd and rack and pinion steering which is very light but free from kick-back, pull 70 around most of the corners as well.

There are disadvantages; the four-speed gearbox is horrid, being sticky, inclined to crunch, and having the floor lever at full stretch away under the dash board. Also there was quite a bit of gear noise, but leave us note that this was a hard-thrashed press test model that had been through other hands than mine. People who had tried other examples, however, had much the same complaint, but I have no doubt that BMC will straighten that out. What really attracted me, though, as a long time sports car driver and Giulietta and Fiat 600 owner, was the absolute positive placing of the "Sputnik" by the fwd and steering and how one could go hairy flatters over the vilest surface without control being impaired in any way or the automobile leaping about.

LAGUNA SECA

(Continued from Page 1)

machinery it is next to impossible to keep from going over the white lines marking the course. "Besides" he said, "we were way out by ourselves and were not endangering other drivers."

Pigott, running second when Howard was black flagged, retained the lead for the rest of the race. He averaged 81.66mph over the 1.9 mile circuit. Parsons, in second place, drove the two-liter Ferrari Lotus built by J. P. Kunstle.

Another potential big-bore winner, a Jaguar-Lister, driven by Jack Flaherty, ended up on hay bales at turn two when Flaherty ran out of road on the narrowest part of the course. The car had the third fastest qualifying time Saturday — 1:22.6.

Hudson turned in the fastest qualifying lap with a 1:21.6. Individual qualifying runs were used for the first time in Northern California to determine Sunday's grid positions.

Pardee Winner

Palo Alto Volkswagen-Porsche dealer Emil Pardee averaged 78.84-mph in his Porsche 1500 RSK to win the semi-main class F and G modified race ahead of Eldon Beagle's Porsche RS. Stan Peterson, driving a Lotus XI, and Art Snyder, in a Lotus LeMans, had a drag race cut of turn nine, with Peterson barely taking the checker ahead of the Gardena driver.

Beagle finished 25 seconds behind Pardee; Peterson and Snyder were both one minute behind.

Rolf Roth showed his heels to other Formula III drivers, wheeling his Cooper to first overall during a race run concurrently with the class F and G modifieds.

An anticipated race between the Corvette of Andy Porterfield and Dean Mears' Mercedes 300SL roadster failed to materialize when the latter locked in fourth gear early in the class C and B production race. Porterfield paced the field at 75.36mph, followed by former University of Washington track star Dean Geddes and Buford Lane of Ventura, both in Corvettes.

Spencer On Top

Lew Spencer set a sizzling 76.02-mph average in Rene Pellandini's AC Bristol to ward off two Porsche Carreras. The bright red roadster finished 16 seconds ahead of Steve Herrick and 17 seconds ahead of

Laguna Seca Race Chart

Course—1.9 Miles. 35 laps. Modified Classes B, C, D, E

SUNDAY, OCTOBER 25, 1959

Elapsed time 48:51.9 — Average Speed 81.66MPH

POS.	CAR	DRIVER	CLASS	LAPS	TIME BEHIND
1	Lotus LM	Pat Piggott	1E	35	
2	Ferrari Lotus	Charles Parsons	2E	35	.19
3	Ferrari Maser	Skip Hudson	1CD	35	.37
4	D Jaguar	Seher	2CD	34	1L.12
5	Ferrari T	Dick Hogue	3E	34	1L.52
6	Ferrari GT	Bill Sturgis	3CD	33	2L.39
7	Ferrari TR	Chuck Cornett	4E	33	2L.51
8	Cooper Porsche	Al Whalley	5E	33	2L.53
9	Maserati 150	Jim Hughes	4CD	33	2L.01
10	Jag XKSS	Sid Colberg	5CD	32	3L.17

DNF and laps completed—Jag-Lister, Jack Flaherty 1; Huffaker Spl., Charles S. Howard 20; Jaguar C, Jack Woodward 19; Jaguar D, Wallace Thomas 29; Porsche RSK, Sam Weiss 13; Special, John Steers 6; Aston Martin, Bob Downing 7.

J. P. Kunstle, Dr. George Snively, driving an Austin-Healy 100-6, paced the class E cars and took fourth overall.

Sunnyvale office manager Ted Conrad, in a Porsche Super, fought off a determined Alfa Veloce, driven by Seaside lumber dealer Tom Handley in the class F production event. Handley finished at the tail-pipe of the Porsche. Ron Hathaway also in a Veloce, finished third after spinning to avoid a collision.

Harry Jones, Glendale body repair shop owner, won Sunday's opener for class G and H production cars and class H modified. Jones, driving a Lotus Club, was followed across the wire by Harry Eyerly's Crosley special.

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Qualifying Times At Laguna Seca

(For big and small modified races. Course—1.9 miles).

Pos.	Driver	Car	Time
1	Hudson	Ferrari-Maser	1:21.6
2	Weiss	1.6 Porsche RSK	1:22.0
3	Flaherty	3.8 Jag-Lister	1:22.6
4	Pigott	Lotus LM	1:23.8
5	Emil Pardee	Porsche 718	1:23.8
6	Howard	Huffaker Chev. Spl.	1:24.1
7	Seher	3.4 D-Jaguar	1:24.4
8	Beagle	1.5 Porsche RS	1:25.2
9	Peterson	Lotus XI	1:27.2
10	Hogue	2 Ferrari TR	1:27.3
11	Bill Sturgis	Ferrari GT	1:27.4
12	Leslie	Lotus Club	1:28.0
13	Woodward	C-Jaguar	1:28.3
14	Cornett	2 Ferrari TR	1:28.7
15	Randall	Cowherd, Lotus XI	1:29.3
16	Jones	Lotus LM	1:29.8
17	Lowe	Lotus XI	1:30.7
18	Tara	Lotus XI	1:30.8
19	M. Lowe	Lotus XI	1:32.5
20	Colberg	Jaguar XKSS	1:33.5
21	Hughes	Maserati 150	1:34.3
22	Thomas	D-Jaguar	1:34.4
23	Steers	Spl.	1:35.4
24	Riley	MGA	1:43.2
25	Snyder	Lotus LM	1:50.8

DID NOT FINISH — Parsons 2, Ferrari - Lotus; Downing, Aston Martin.

APPALACHIAN RALLY

The SCCA Nat'l Appalachian Rally, Nov. 6-8, organized by the Philadelphia Region, will determine the 1959 Nat'l Rally championship. With nearly 100 entries expected, the 3-day event will center around Hershey, Penn.

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 J. B. Brooks, 2637 Artesia, Long Beach, Calif. ME 4-1063

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1959 CHEVY CORVETTE—3 trophy winner—full roll bar—6 racing tires and tubes—Monroe shocks—19,000 miles—racing discs—traction masters—engine just rebuilt—fuel injection—295 H.P.—for sale by owner. James B. Dobyne, Box 33, Cimarron, New Mexico.

750 cc O.S.C.A. - Red No. 160. Winner index at Sebring 1958. Factory Prepared. Excellent condition. Constant care while in storage one year. Never wrecked or abused. \$5300.00. Dr. Val D. Scroggie, 3801 Arundel, Ft. Worth, Texas. Phone WA 4-8787.

THREE FORMULA III Cars: (2) Mark V Cooper-Nortons, \$1200 and \$1400; Mark VIII \$1800. Bob Wenz, 4198 Jan Way, San Jose, California.

1959 FERRARI CALIFORNIA

Three-litre convertible; red with beige leather; 4,000 miles; concours condition. SCCA class "C". \$9,500.
 E. J. Sweeney, Francisco Blvd.
 San Rafael, Calif.

DAVID BROWN QUILTS SPORTS CAR RACING

LONDON, Nov. 3—Aston Martin builder David Brown announced that he is giving up sports car racing at the end of the year and will devote his efforts to Formula I racing in 1960.

Two of Browns Aston Martins won the LeMans 24-hr. race last June.

U.S. CARS TRY FOR TOP MILEAGE

DAYTONA BEACH, Fla.—The first public mileage test of the 1960 standard production cars, including the new compact models, will be held at the Daytona Int'l Speedway, Feb. 1-3, 1960. The economy run will be sponsored by The Pure Oil Co. and conducted by NASCAR.

Cars will be given equal amounts of gasoline and will be run to a dead stop, with the winners being the cars which have gone the greatest distances. A minimum average speed of 25mph must be maintained.

RALLY SPARKS

By DUANE SPARKS

AMERICAN INT'L RALLY POST MORTEM—Now that the first American International Rally is history, and the prize money is all spent, we can settle down to the regular weekly events on our local circuits.

As the vivid memories of specific moments on the rally begin to fade, a clearer picture of the enormity of the whole thing becomes apparent. When you consider that there were some 200,000 contestant miles plus at least as many more logged by the officials and workers, all without serious accident or injury, it becomes obvious that everyone concerned is deserving of kudos for a job well done.

With nearly 300 people working on the event, all personnel were at appointed stations on time and carried out assigned jobs even though most were on a volunteer basis. It's really quite a sport, you know, that can cause so many people to serve so well under sometimes trying physical conditions just for the fun of it.

One thing is certain. The rally will rapidly build a fine tradition and a wide reputation. Next year's dates of Nov. 7-11 cannot help but bring good luck. The FIA has not only listed the event but has granted it championship status for

world point standings, so that the caliber of competition will be on an even higher level. With the midsummer pro event to stimulate interest both in the east and the west, a field of 200 cars seems assured at this point. But enough of next year's dreams; let's take a look at local activity for this November.

Last week all the local chapters of the Four Cylinder Club of America presented their annual Field Day at the Riverside Raceway. Upwards of 200 cars participated in the five events offered, including a navigational rally to the track, (won by son Jack and his new navigator) an acceleration and braking test, a slalom, gymkhana and lap time trials. Despite high winds and lots of dust, a good time was had by all.

Coming up in Escondido this week-end is the final SCCSCC championship navigational rally of the current season, the Rally of the Stars presented by the Palomar Sports Car Club. This will be a 9-hour rally starting at 6:30 a.m. Sunday in Escondido. This will be the last opportunity to improve your standings this year, so dust off those counters, and we'll see you at the starting line.

VARIOUS RALLY RESULTS

SOUTHWEST SCC RALLY DE NO SNAILO IV SEPT. 12 BILL BRANDES R.M. 62 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Bob Piercy	Larry Harris	SMFCCA	Alfa	23:45
2.	Don Blunt	Bob Piety	LDSSCC	Hawk	33:21
3.	Jerry O'Brien	Don Simpson	NASCCAD	Porsche	33:25
4.	Ron Jones	George Taylor	SDSCC	Porsche	36:20
5.	Harold Guess	Bert Johnston	NRSCC	Porsche	37:21
6.	Dick Ecker	Bill Keife	SGVFCCA	Corvette	41:47
7.	Bill Doyle	Marge Moyer	SMFCCA	A-H	44:34
8.	Doug Worthy	Pennie Worthy	SMFCCA	Alfa	47:28
9.	Dick Kermode	Bill Costley	CPCCA	TR-3	49:08
10.	Walt Scholl	Muriel Scholl	PSCC	A-H	51:35
11.	John Hill	Bob McGonigal	NASCCAD	TR-2	53:51
12.	Howard Frank	Nick Marechal	SMFCCA	A-H	1:02:16
13.	R. E. Anderson	John Tyler		MG A	1:05:13
14.	Wayne Brown	Pat Venable	PSCC	Corvette	1:06:00
15.	Jim Traugher	Frank Herman	R M	TR-3	1:06:17
16.	Julie Dearth	Betty Hill	SMFCCA	MG A	1:09:11
17.	Virg Herman	Ginny Herman	NRSCC	A-H	1:09:42
18.	Lou Standly	Bill Sween	CPCCA	Ferrari	1:10:29
19.	Frank McDonald	Laura McDonald	R M	Jaguar	1:13:39
20.	Wanda Taylor	Charles Kenyon	SDSCC	Porsche	1:14:41
21.	Phil LaBarge	Tom Lardie			1:18:31
22.	Bill Chester	Elizabeth Chester	R M	Alfa	1:18:55
23.	Bob Trimble	Marge Trimble	NRSCC	Vauxhall	1:19:16
24.	Dick Coulter	Al Nesbitt	SMFCCA	MG A	1:19:31
25.	Bill Eichelkraut	C. K. Enoch	NRSCC	190 SL	1:19:50

RALLYMASTERS SCRATCH ONE SEPT. 20 BILL CHESTER R.M. 56 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Ted Sparks	Mike Goodwin	Salinas SCC	V W	4:28
2.	Wayne Brown	David Brown	PSCC	Corvette	10:04
3.	Lee Kalso	Terry Kalso		Corvette	17:14
4.	Charlotte Nesbitt	Ruth Piercy	SMFCCA	Corvette	17:46
5.	Hal Wood	Chris Wood	WSWCC	Porsche	18:19
6.	Pat Bryan	Jean Bryan	TROC	Alfa	19:11

Cal Club Presented Publicity Plan

A proposal calling for sweeping improvements in its present publicity effort has been submitted to the California Sports Car Club by Frank Quattrocchi, ex-pubrel for J. Walter Thompson Co. and NBC, and recently a driver in Cal Club production races.

Notice—Bluff subject to slides. Use park at your own risk.

New Imported Passenger Car Registrations

New Imported Passenger Car Registrations

January thru August, 1959

	Calif.	No.	So.
1 Renault	11719	4988	6713
2 Volkswagen	11486	5412	6074
3 Hillman	5608	1885	3723
4 Fiat	5173	1880	3293
5 Volvo	4232	1793	2439
6 Simca	4132	1622	2510
7 Austin Healey	4014	1438	2576
8 Triumph	3581	1308	2273
9 Opel	3473	1127	2346
10 M. G.	3341	1018	2323
11 English Fords	3229	1594	1635
12 Morris	2074	855	1219
13 Peugeot	1850	730	1120
14 Borgward	1448	582	866
15 Metropolitan	1353	444	909
16 Taunus	1164	451	713
17 Vauxhall	1161	377	784
18 Mercedes Benz	1112	334	778
19 N. S. U.	1044	72	972
20 B. M. W.	879	97	782
21 Jaguar	684	234	450
22 Austin	652	184	468
23 Porsche	530	207	323
24 Toyota	494	299	195
25 Goliath	386	264	122
26 Citroen	384	91	293
27 Alfa-Romeo	368	128	240
28 D. K. W.	357	117	240
29 Sunbeam	305	127	178
30 Lloyd	262	97	165
31 Singer	240	45	195
32 Datsun	203	104	99
33 Skoda	127	50	77
34 Goggomobile	108	51	57
35 Lancia	91	39	52
36 Riley	82	81	1
37 Wartburg	81	23	58
38 Rolls Royce	65	22	43
39 Berkeley	59	15	44
Misc. (41 or less each)	261	107	154
Industry	77812	30292	47520

(Courtesy Motor Registrations News of Calif., Oakland)

Nethercutt 'Bug' Concours Victor

BY DON BICE

MOTORACING Staff Writer (Photo on Page 1)

PEBBLE BEACH, Calif., Oct. 24—Jack B. Nethercutt of Los Angeles drove out tonight with his second Pebble Beach concours d'elegance top award in a row.

A panel of 17 judges today singled out Nethercutt's low, red 1939 Bugatti 57C roadster as the grand prize winner among 18 class winners and 120 cars, ranging in age from a 1903 Stevens-Duryea to 1960 imported sports cars.

Last year, Nethercutt's 1930 Du Pont town car took the grand prize.

Reserve champion this year was the carriage-like 1913 Rolls Royce Silver Ghost, owned by B. J. Missimer of Santa Barbara.

Class Winners:
 European sports cars under \$2500—John K. Davis, 1951 MG-TD.
 European sports cars \$2501-\$4500—Hugh Dormody, 1960 Fiat Roadster.
 European sports cars \$4501-\$10,000—Jack T. Brown, 1959 Porsche 1600.
 European sports cars over \$10,000—Calvin Tilden, 1957 Mercedes-Benz 300S-L.

American production sports cars—Tom E. Atherstone, 1954 Chrysler-Ghia.
 Passenger cars under \$2500 (European)—Arthur Fong, 1958 Volvo PV 444.
 Passenger cars \$2500-\$5000 (European)—Allan Lahr, 1953 Riley.
 Passenger cars \$5001 (European)—Howard D. Hedden, 1959 Lancia Flaminia.

Pre-war American classic cars (1922-1941) open—Doug O'Connell, 1931 Chrysler Imperial.
 Pre-war American classic cars (1922-1941) closed—Scott Newhall, 1931 Lincoln.

Pre-war European classic cars (open)—Charles de Limur, 1937 Bugatti.
 Pre-war European classic cars (closed)—Jack B. Nethercutt, 1939 Bugatti 57C.
 Special interest and other pre-war non-classic cars—Alfred E. Smith, 1929 Ford.
 Antique cars (prior to Dec. 31, 1922)—Alton H. Walker, 1903 Stevens-Duryea.
 Rolls Royce-pre-war (open)—Michael Henry Strator, 1929 Rolls Royce Ascot.
 Rolls Royce - pre-war (closed)—B. J. Missimer, 1913 Rolls Royce Silver Ghost.
 Rolls Royce - postwar—H. W. Richards, 1957 Bentley Convertible.

LETTERS TO THE EDITOR

WHERE IS WRC?

There was no SLIGHTLY MODIFIED in Vol. 4, No. 23. I don't care if he did write the feature article on Miles at SB. I want Shedenhelm's column. It has sophisticated humor, originality and imagination. . . . We want Bill R.C.S.

RAY GROVER

Huntington Park, Calif.

HOW ABOUT THE \$

How much did the Times and Mirror turn over to charity after their race this year. Never saw the figures on 1958. . . .

SIDNEY RANSFIELD
St. Louis

ED. NOTE—Please read VIGNETTES in this issue.

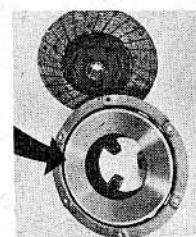
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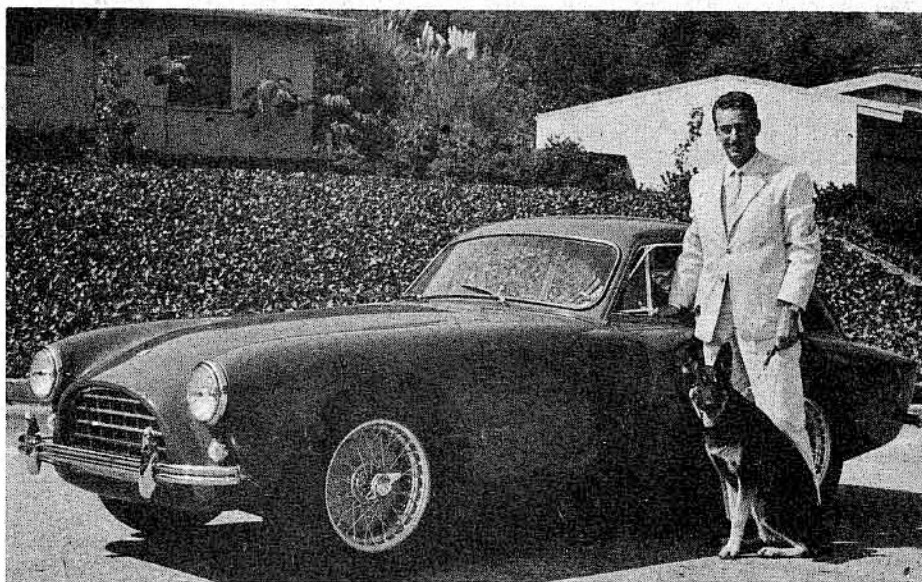
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